

## Baronne St. Bikeway public meeting

<b>When:</b>	Wednesday, Sept. 17 2014
<b>Location:</b>	Contemporary Art Center, 900 Camp St., New Orleans
<b>Facilitator:</b>	Greg Lawson, Mayor's Office of Neighborhood Engagement
<b>Presenters:</b>	Andrew Kopplin, CAO and Deputy Mayor Mark Jernigan, Director, Public Works Matt Rufo, Senior Planner, GCR

**Greg Lawson:** Thanks for joining us tonight. A couple housekeeping reminders, please sign in tonight that's how we'll be communicating with you after the meeting. The purpose of tonight's meeting is to hear a proposal to stripe Baronne St.

with a dedicated bike lane. Tonight you'll hear from Deputy Mayor Andy Kopplin, then Mark Jernigan the director of public works, and then Matt Rufo. The public comment period will follow Matt's remarks.

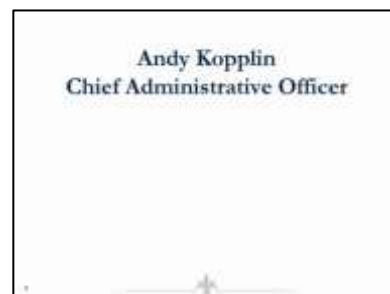
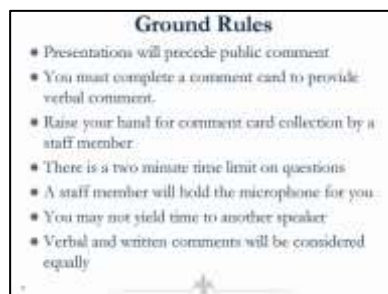
These are the ground rules for the evening. Please note that you cannot yield your time to another speaker.

### Andy Kopplin:

Thanks for turning out for this meeting. We know this issue is

important to the downtown businesses and to people from around the city. We're excited to see this many people here. As we get started I wanted to observe what the Mayor always observes at public meetings, which is that we are thrilled with the passion in this room. We ask that you be hard on the problem, and soft on the people. Please be civil, we'll do our best to listen and take note of what people are saying.

After Hurricane Katrina it became clear that the City had a lot of work to do to help the city become more bike and pedestrian friendly. After the Master Plan we developed the Complete Streets ordinance. What lead us to come here to get additional feedback on this proposed plan is that there isn't currently a bike route to get people from the Central Business District to the Pontchartrain Expressway. We are attempting to balance the needs of all the competing demands on our transportation network. We have a tough job to do while balancing the competing interests. Public Works oversees roads, signs, streetlights, traffic and potholes as well as bike lanes.



If you would like to make a comment tonight, please hand your speaker card to Jason. We will let you speak for up for two minutes.

This map shows the current bikeway system. As you can see we've embarked on an effort to improve the bike infrastructure in the city. We've gone from being nowhere on the map to being ranked number eight nationally in terms of the number of people that ride their bike to work. That being said, there are gaps in the system and just like with any changes there are some growing pains. The reason that this proposal tonight is important to get your input on is because this is part of the Master Plan. The Master Plan calls for a bikeway on Baronne St. and as you can see, there is a hole in the infrastructure between Downtown, the CBD and Uptown. There is no bike lane that goes the complete way and this is an important route. As you can see from the map, there are a number of routes that take you to Lake Pontchartrain. So DPW is proposing a designated bike lane on Baronne St. to fill the gap in the bikeway system.

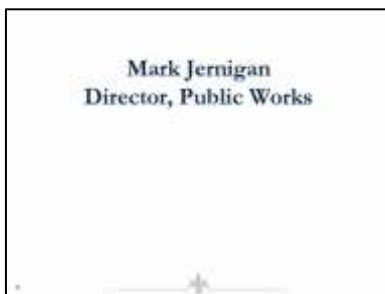


The DDD hosted a meeting with the City, businesses and residents earlier this summer to discuss this idea. At that time we got a good bit of feedback from the businesses about growth and development along Baronne St. Feedback is something this administration takes seriously. We're trying to do our job by making sure we are consistent with the Master Plan and also make sure downtown grows. We want these businesses to succeed and we want to avoid adverse impacts. So at that meeting we took feedback and then went back to see if the concerns were heard were true. We knew we would have issues to resolve so the city hired GCR to take a look at the proposal look at both the positive and negatives that DPW brought forward. Tonight we'll do a refresher of what the proposal is and then our consultant, Matt Rufo who works for GCR, will look at the pluses and minuses of bike infrastructure downtown.

This city is on a roll. We are the fastest growing city in the country for brain magnets. There are more people moving in than out of the City and part of the reason is that we're developing amenities to bring people here. Downtown is also the fastest growing neighborhood with more population about to come in. When you are considering a proposal like this you get some competing interests that must be balanced. We're going to share our findings, address the issues that we know of and then take public comments so DPW can absorb all this feedback. We appreciate your attendance tonight.

#### **Mark Jernigan:**

Before I review this proposed project I want to take a minute to point out that no final decision has been on this yet. The purpose of this meeting is to get your feedback on the proposal. As



background information, Baronne St. was repaved as part of the State's Paths to Progress program. The Baronne St. Bikeway public meeting summary – Sept. 17, 2014

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The following notes were recorded by City of New Orleans staff. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.

project limits are Baronne St. from Canal to Calliope streets. The State hosted a public meeting to talk about this project in Feb. Placement of a dedicated bike lane came up at that meeting and subsequent meetings. If were to drive down Baronne St. you would see that the majority of this project is done. There are some manhole adjustments needed and there will be some sidewalk work in the 700 and 800 blocks of Baronne St. but essentially, the project will be done within the next 30 days.

Baronne St. currently carries between 8,000 and 9,000 cars a day. If you have driven it you know it's a natural corridor to get to the expressway. The peak travel time is one hour in the evening, Monday through Friday. As Mr. Kopplin mentioned the City does have a Complete Streets policy and it calls for us to look at all of our transportation user's needs and balance them. We are required to consider the needs of pedestrians, bicyclists and drivers. As with every other project, the

initial screening to place a bike lane is done by referencing the Master Plan. The Master Plan designated Baronne St. as a bikeway. From there we look to see if a bike lane is feasible given the dimensions of the roadway. If the width of the roadway allows, then we see consider the safest road configuration. It could be a shared bikeway, or it could be a designated bike lane. There are a range of options to consider and I ask my engineers to consider all the options

and select the safest. Then we look at impacts. If we reconfigure the roadway to add a bike lane, what are the impacts to traffic and to the community, the neighborhood, the property owners and the overall community. One of the initial configurations we considered, as result of the feedback we received during the planning process, was the idea to maintain two lanes of traffic but eliminate parking. A quick survey of what that would do as far as impacts showed that no matter what side of the roadway we eliminated the parking spots from, we would eliminate 40 parking spots, multiple freight zones and the RTA bus route. From an impact perspective this configuration didn't make the most sense. We also looked at the possibility of installing a two-way cycle track. This was based on a suggestion from the community. The idea of having bikes traveling in two directions on a one-way street, we weren't comfortable with that suggestion either. Then we looked at a configuration that took

the two traffic lanes, eliminating one and installed a buffered, dedicated bike lane and kept parking. We also have to consider the intersections where the traffic turning movements; at the intersections of Howard and Baronne; and then at Poydras at Baronne. We looked to see what impacts we could mitigate and also

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### Background

- Baronne Street currently carries approximately 8,000-9,000 vehicles per day in the upbound direction in the stretch between Canal and Calliope.
- The traffic peak on Baronne Street is during the afternoon (PM) rush hour from 4:45 to 5:45 p.m., Monday through Friday.
- Baronne St. is the primary US90 corridor access point. Critical intersections along this stretch of Baronne are located at Poydras and Howard/Calliope.
- DOTW is required to review all new projects based on the City's Complete Streets policy. This policy requires that the needs of all users, to include motorists and bicyclists, be considered using a balanced approach.

### Other Configurations Considered



Clearing Parking Lane from Canal to Calliope



Buffered bicycle lane, travel reduction

### Other Configurations Considered



Two-Way Cycle Track

### Proposed Technical Solution

- Convert Baronne Street from its existing configuration of two travel lanes operating one-way in the upbound direction, with a parking lane on each side, to one travel lane operating in the upbound direction.
- The proposed solution includes a buffered, dedicated bicycle lane in the direction of travel and two parking lanes (one on each side of the travel lane).
- Remove the 30 parking lane on Baronne between Julia St and Calliope (beginning at mid block on Baronne between Julia St and St. Joseph St.) to allow for queuing of traffic turning onto the US90 ramp.
- In the future, install a bicycle lane to "complete" the Baronne Street bike lane in the downbound direction:
  - at Poydras Ave. from Canal to Howard
  - between Howard to Calliope

### Proposed Technical Solution



Baronne St. is designated as a bike route in the City's Master Plan and provides multiple connection opportunities for bicyclists.

considered the additional queuing of cars. Considering all these issues, and recognizing that there is a natural gap in the current and planned bikeway network, we determined that the Baronne St. corridor is natural to conduit to connect the bikeway network. It's a natural connection to Burgundy St. and the future OC Haley Blvd. and Tulane Ave.

This is a depiction of the proposed solution. It includes a 12-ft driving lane and a buffered bike lane with a three-foot buffer to protect the bike riders from car doors opening. This is the safest configuration of the roadway. We also looked at the intersections to see what actions we could take to mitigate traffic impacts. On Baronne St. between Julia to St. Joseph streets we determined that taking away the parking lane at mid-block would allow more traffic to queue onto the onramp.

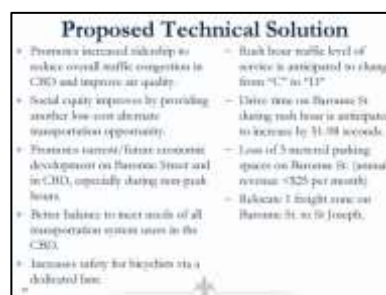


From the street view the bike lane would stay the same but the left parking would be converted to a traffic lane for cars going to the onramp.



From the bird's eye view, you can see the roadway between St. Joseph and Calleepe streets. We continue the turning lane.

To summarize, we identified pluses and minuses for you. We recognize we would be promoting ridership and improved air quality, there is also a social equity factor addressed because this would provide a low-cost alternative for people traveling to and from the CBD and Uptown. It would promote economic development and would improve the balance of the transportation users in the CBD. It would also increase safety. We also identified the impacts to rush hour traffic. We anticipate moving the service level from a "C" to a "D." Drive time on Baronne St., during the rush hour, would increase by less than two minutes. We also identified that taking that portion of the bike lane we would lose some metered spots and would require us to relocate a freight zone.



In the planning stages, and in the DDD stakeholder meeting we received feedback about the our proposed plan. There was some concern about the frequency of freight zones, not removing the





parking lane and how that affects passenger and loading zones. We also know that Good Sheppard School uses Baronne St. for carpooling. We'll work with the school to balance their needs and make sure traffic flows. We know that issue is out there and we need to work with them.

Also there is a lot going on downtown on Baronne St. This is the CBD traffic coordination map. If you go to the city website we have a map showing every capital project currently underway in the CBD, it is a lot. If you drive downtown a lot you know what I'm talking about. Each number on the map corresponds to a project. There is work on Baronne St., South Market District, Lafayette St., O'Keefe and S. Rampart. There's also construction at Magazine St. at Julia St., that work will wrap soon. My point is there are a lot of things influencing the traffic right now and all those things contribute to the drive time when you are entering and leaving downtown. We looked at that seriously because we want to have acceptable level of service at any time during the day.



Another issue that was brought up during this process is what is the economic impact of this project? DPW is made up of engineers, we're not economists so the city contracted with the GCR to look at the economic impacts.

#### **Matt Rufo, CGR**

How many people here tonight live or want to live on Baronne St.? How many work near Baronne St.? How many business owners are on or near Baronne St.? How many people shop or go to events near Baronne St.? How many people travel on Baronne St.?



How many people are just concerned about downtown? My point is that like all city streets, we have many users who travel with different needs. The Complete Streets policy requires user needs to be accommodated. What we build has to reflect impacts on mobility, traffic and safety. How will residents and shoppers be impacted, and what economic impact can we anticipate on Baronne St. to businesses?

GCR was asked to review the DPW's proposed solution and assess the economic impacts of the recommendation.

If you need to get on the Pontchartrain Expressway, DPW



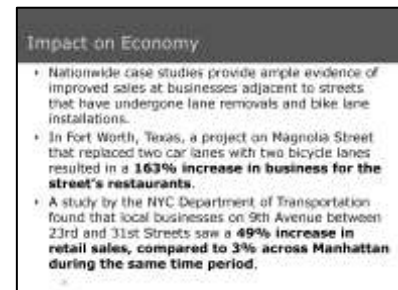
estimates an increase of travel time of between 1- 2 minutes during rush hour which is 5 hours of the

week. The proposed recommendation would also eliminate three parking spots. We counted a total of 202 parking spaces so that's a loss of 1.5 percent of the total available parking. There are also records showing there have been 248 traffic crashes that resulted in an injury since 2005. Literature shows that replacing a travel lane with a bicycle lane reduces the frequency of crashes because reduced traffic speeds, and reduced crossing distances are safer to cross. In light of this proposal we anticipate a safety benefit because we know that installing a bike lane increases safety. I can't tell you how many cyclists there are currently biking on Baronne St. but based on a Tulane University study we expect it to increase. The Tulane study found a 57 percent increase on Esplanade Ave. and a 110 percent increase in bicycle traffic on S. Carrollton Ave. after the bike lanes were installed.

We also looked at what the impacts [of this proposal] would have on residents and shoppers. We looked at who lives on Baronne St., who will live on Baronne St. and how do they move around? Nearly 1/3 of the residents walk, bike or use transit. According to the US census that's 14 percent higher than the citywide average rate of people who walk, bike or use transit. We also did projections which show that this is one of the fastest growing neighborhoods in the City. Population is expected to increase by 10,000 residents by 2020. The map on the left shows a sample of some of the upcoming development projects. The circles show the number of units planned in each development. The coloring shows whether the project is complete, construction has been approved or the project is proposed. We also looked at the impact study Rouse's had done. What that showed is 36 percent of their current clientele walks or bikes to their store. We showed that 26 percent walk or bike to the store. Two thirds of their customers are driving there.



In regards to economic impacts, we did research to identify case studies around the country with similar situations. There are bike lanes being installed all over the country. In some cases [the cities] are removing travel lanes. With the right conditions these neighborhoods are prospering. In Fort Worth they went from four travel lanes to lanes to two lanes and two bicycle lanes and observed a sales increase of 152 percent. In New York City transportation planners put in a protected bicycle lane and saw retail sales increase by 49 percent [where the bike lanes were installed] compared to a citywide increase in retail sales of 3 percent.



In Brooklyn transportation planners reduced travel lanes from four vehicular lanes to two travel lanes and two bicycle lanes. The retailers saw an increase in sales of 102 percent compared to the rest of Brooklyn. Am I guaranteeing three-digit increases? No, but

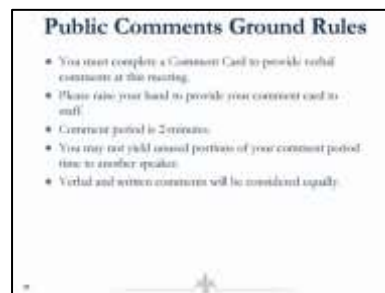


what these studies show is that finding the right balance helps the bottom line. So the question is, are the conditions appropriate on Baronne St.?

[With the number of new residential developments under construction or planned in this area], new residents are likely to walk in this area. The high number of [bike and pedestrian] injuries should be reduced by this project. The impact on travel time is minimal and the impacts to parking availability are minimal. GCR recommends DPW pilot this project, and at 6 month intervals to study the impacts.



**Greg Lawson, Mayor's Office of Neighborhood Engagement.** [Mr. Lawson reviewed the ground rules for the meeting attendees.]



**Speaker 1:** Downtown

Development District: Multi-modal transportation is important to a downtown. Bike facilities are

important for residents and businesses. New facilities are linked to new vibrancy. I'm in support of this bike lane. After researching this I found there was an increase of 266 percent in Philadelphia, 190 percent increase in Prospect Park and a 200 percent increase on Pennsylvania Ave. in Washington, D.C. This is an "if you build it, traffic will come" situation. If you increase the bicycle facilities, the riders will come. In Portland a study found that people spent 24 percent more at the grocery store. In San Francisco, their increase in bicycle traffic led to a 4 percent increase in sales taxes. Success is important to the DDD, it is important to the growth on Baronne St. We had concerns that the city clarified earlier. The increase in traffic time is relevant but it's important to know what we see now in terms of construction, and what kind of traffic counts we see during a non-construction situation. We would also like to make sure the city is mitigating traffic delays.

**Response 1:** Thank you for your comment. The DPW is proposing piloting this project for six months, collecting baseline information in January 2015, after the holidays and while school is in session. DPW will measure the motor vehicle traffic, bicycle traffic, pedestrian volumes, traffic levels of service, rate of accidents and retail sales volume. In May of 2015, a similar study will take place. If the City finds the impacts of the proposed changes to Baronne St. are negligible or positive the project striping will remain in place. If the results of the pilot project show the impacts are negatively affecting these criteria, the designated bike lane would be replaced with a shared travel/bike lane.

The DPW's Traffic Coordination maps are available here: <http://www.nola.gov/dpw/traffic-coordination/> The maps are a helpful guide in traversing the Central Business District.

**Attendee 2:** [Written comment] We would like to see this project happen.

**Speaker 3:** The Victory Bar is located at 359 Baronne St. We are just down the street from the Good Sheppard School. We propose placing a shared bike lane on Baronne St. Also, do you have a way to move more traffic onto Perdido St. more quickly [at school dismissal time]?

**Response 3.** At this time the DPW is proposing installation of a six-month pilot, designated bike lane to improve safety for bicyclists, pedestrians and motorists. A shared lane would only be installed if the results of the pilot show an adverse impact to motor vehicle traffic, bicycle traffic, pedestrian volumes, traffic levels of service, rate of accidents and retail sales volume.

Additionally, the DPW observed the traffic conditions at Good Sheppard School, where the back up of traffic occurs each evening about 10 minutes prior to dismissal to about 10 minutes after dismissal. Dismissal time is Monday through Thursday from 4:50 p.m. to 5:10 p.m. and on Friday from 3:50 p.m. to 4:10 p.m. The DPW sign shop is scheduled to install additional regulatory signage on Baronne St. and Perdido St. to help mitigate this issue. Additional mitigation measures could include making the immediate area around the school a proper School Zone with appropriate signage, having an active traffic control officer (either a DDD ranger or New Orleans Police Dept. detail officer) on site during dismissal time, better communication with parents, and additional enforcement of illegal parking and moving violations.

**Speaker 4:** We own property in the 800 block of Baronne St. and are hoping we can structure a compromise. I'm concerned about traffic during city wide events. People use Baronne St. for parking and shuttles. Our building has access to a parking spot, if we have less parking there is going to be less parking for our visitors. There aren't any businesses on this street that are frequented by a lot of people. There are regular businesses on this corridor.

**Response 4:** The DPWs proposed configuration of Baronne St. between Canal and Calliope streets calls for removal of three metered parking spaces from the total parking inventory of 202 parking spaces. The meters in that parking zone generate the lowest revenue of any parking zone in the Central Business District.

**Speaker 5:** My coffee shop is directly next door to Good Sheppard School. If you put in a bike lane, would you also put in bike racks to encourage cyclists to come to the businesses on Baronne St.?

**Response 5:** The DPW is currently reviewing feedback New Orleans residents and business owners provided on where to install bike racks and corrals throughout the City. We will explore the feasibility of installing a bike rack at this location. View the bike rack installation criteria here:

<http://nola.gov/dpw/bicycling/racks/>

**Speaker 6:** University of New Orleans Transportation Center: Deputy Mayor Kopplin provided context of where this project fits into the City's transportation network but I wanted to add a little more. UNO has tracked bicycle usage citywide since 2010. Since we started tracking, we've seen a 52 percent increase of bicycle usage citywide. In areas where designated lanes are in place, the increase in bicycle usage is more dramatic. There was a 200 percent increase on Esplanade Ave. and 160 percent increase on St.



Claude Ave. It's clear that as this [designated bike lane goes] in the ridership will increase more and more. We've spent time estimating the percentage of overall commuters that travel in to and out of the CBD. We've been tracking people using bikes and walking. Our estimate shows that bicycle usage in to and out of the CBD is above the city average. We also found that in areas where dedicated bike facilities go in there are positive changes. We see more people riding in the street rather than in locations without infrastructure. There is also a higher percentage of people wearing helmets. We also find more women ride in designated lanes, which is a positives indicator that we are part of a livable and economic vibrant streets.

**Response 6:** Thank you for your comment.

**Speaker 7:** Cyclists go from one point to another. I met with a lot of people on Baronne St. encouraging them to come to this meeting today. The presentation was good but I wanted to mention something funny that happened while I interacted with businesses when I was handing out flyers. Most of the businesses are dependent on bicyclists to deliver their lunches. If the [bicycle delivery people] were not available, we would have many people driving around. We should live in a place where it is safe to go to work and earn a living.

[Another speaker] made a comment about installing sharrows. When you are on the road with sharrows you are watching your back and drivers give you space to continue. The thing that when you're watching your back you don't see the coffee shop you're riding by. When there's a dedicated bike lane you are going to see things and stop, and shop. When the bike rack is there I will park there without being worried about where to lock my bike. Thank you for coming tonight, I am looking forward to reconciling this issue.

[Written Statement]: Is the city looking at the impact of decreased bike use on Magazine St. once that is changes to two-directional [traffic] and thus the need for designated bike facilities on Baronne St.?

**Response 7:** The proposed conversion of Magazine St. from one-way directional traffic to two-way directional traffic between St. Andrew and Calliope streets is currently on hold.

**Speaker 8:** NOLA Social Ride: What is the overarching goal of this project? Should it be to create a community that will increase business on Baronne St., and make Baronne St. more walkable and bike-able? I'm a certified planner, these are traffic calming measures. Right now trucks illegally double park. The group Business on Baronne says that more people equal more business. If that were true than more bikes passing by should equal even more business. As the group says, it's that simple.

**Response 8:** Thank you for your comment. Yes, the proposed project is consistent with the City's Complete Streets policy, which facilities a more walkable and bike-able transportation system. Additionally, the City anticipates the bike lane will be an economic driver in the CBD.

**Speaker 9:** Friends of Lafitte Corridor: I am a bicyclist and I have a car, and I use Baronne St. for both equally. Where Baronne St. is going, with the anticipated increase in population, it is appropriate to make it more bike and pedestrian friendly. It's a short cut. If drive by quickly you're not stopping and

shopping. The studies I've looked at show there is an uptick in sales. You maybe able to take home as much per visit but you visit [a retail location] more times. With South Market St. there will be more bikes and pedestrians and we should accommodate that.

**Response 9:** Thank you for your comment.

**Speaker 10:** Rouses Market: For years the City begged us to come to New Orleans and open a supermarket in the CBD, it was a risk but we wanted to be part of it. Today business is going well, it's not the best because we're down 15 percent. We want safety, we just don't think this is the right plan for us. Most of our customers come from more than 2 miles away. To put our business at risk scares us. The new people cannot offset what we could lose from people coming in from over 2 miles. We would like to see another study. We want the safest thing but we don't think this is route.

Written Statement: I oppose decreasing the lanes of travel for cars.

**Response 10:** Thank you for your comment. The City's economic analysis and case study examples of similar projects in other cities lead the City to anticipate an economic increase as a result of the bike lane installation. View a copy of the GRC report here: <http://nola.gov/dpw/documents/gcr-impact-analysis-baronne-st-final-9-17-2014/>

**Speaker 11:** I'm a biker and I drive down Baronne St. every day. The biggest eye opening thing that's come up tonight is the future population density. We need to think long term to mitigate traffic. If a bike lane is the only way to go, and can we try this out for 6 months, I think it will be a yes. I say let's jump in and give it a try.

[Written Statement]: Density is coming to the CBD and Baronne St. A bike lane will do more in the long term to curtail traffic than two lanes of cars.

**Response 11:** Thank you for your comment. The DPW is proposing piloting this project for six months, collecting baseline information in January 2015, after the holidays and while school is in session. DPW will measure the motor vehicle traffic, bicycle traffic, pedestrian volumes, traffic levels of service, rate of accidents and retail sales volume. In May of 2015, a similar study will take place. If the City finds the impacts of the proposed changes to Baronne St. are negligible or positive the project striping will remain in place. If the results of the pilot project show the impacts are negatively affecting these criteria, the designated bike lane would be replaced with a shared travel/bike lane.

**Speaker 12:** Coldwell Condos. [Inaudible]

[Written Statement] Not in favor of using Baronne St. due to terrible traffic and eliminating parking.

**Response 12:** The DPWs proposed configuration of Baronne St. between Canal and Calliope streets calls for removal of three metered parking spaces from the total parking inventory of 202 parking spaces. The meters in that parking zone generate the lowest revenue of any parking zone in the Central Business District.

**Speaker 13:** JW Marriott New Orleans: I'm the director of operations at the Marriot at 600 Canal St. We have a single lane bike route in front of hotel and it hasn't been negative. We do feel it has a lot of positive impacts on health and wellness for all citizens and also allows people access to the growth of tourism. On behalf of JW Marriott, we do support the proposal.

[Written Statement]: Support the bike lane.

**Response 13.** Thank you for your comment.

**Speaker 14:** Bike Easy: Bike Easy's mission is to make bicycle riding in New Orleans easy, safe, and fun. We advocate for infrastructure, for safe infrastructure. We support this project whole heartedly and also want to acknowledge the Mayor's office and Administration for making this a central piece of revitalizing New Orleans. Revitalization is permeating with design of this street. We're seeing Baronne St. as a destination to walk, bike or live on. Thank you for inviting us and future residents to the downtown area. I'd also like to state that this project is increasingly important to prioritize safety. We have all been aware of the accidents on the streets and the more we can make bicyclists feel safe the more we thank you. We know a number of the facts have been stated already but we see this project as creating neighborhood connectivity, improving economic benefits and part of the community vitality. We hope to see implementation soon.

[Written Statement] Support for City's proposal and benefits.

Note: Bike Easy provided the DPW approx. 200 signed form letters advocating for placement of the designated bike lane on Baronne St.

**Response 14:** Thank you for your comment.

**Speaker 15:** The owners of the four buildings on the route, in the 300, 400 and 800 blocks of Baronne St. are unanimously opposing this project. We are disappointed so far. I was at the DDD meeting and spoke about the plan. I think bike lanes are important for the community but we think Baronne is not the street to do it. Baronne St. takes us to the Westbank and Metairie. We have streetlight issues and potholes the size of football fields> If people are so concerned about moving forward, let's start with As before Bs. Let's fix streetlights and potholes. I want to promote a real solution and keep everyone happy. We care about the community, we're just unanimously opposed to this project in the 300, 400 and 800 blocks of Baronne St. We think it's a terrible idea and we need to do it better.

**Response 15:** Thank you for your comments. The Landrieu Administration has repaired more than 50,000 streetlights since taking office in May 2010. Approximately 58 percent of the City's streetlights are now energy-efficient LEDs. Learn more about the streetlight system and view a schedule of planned streetlight conversions here: <http://nola.gov/dpw/streetlights/>

**Speaker 16:** Good Sheppard School: I'm the president of the Good Sheppard School which is located at Baronne St. and Perdido. I'm also a resident of Baronne St. I've been in touch with the City but we haven't heard [inaudible]. When we have school pick up, we have 100 at-risk kids who must be picked

up after school. Until there is a proper plan in place to alleviate our traffic, until we know what's going to happen I can't support this movement. I live at 130 Baronne St. and I haven't heard about what will happen when there are major pick and drop off locations downtown when there's a convention for Jazz Fest or the TPC Classic. This is a major motor coach drop off location. Have these things been considered, yet? Also, there isn't adequate policing available to police those who do bicycle. I walk from my house to the downtown Rouses and I have almost been hit by bikes many times. I've been walking there and there are bikes coming the wrong way on the sidewalk. There should be adequate policing.

**Response 16:** Thank you for your comment. The DPW observed the traffic conditions at Good Sheppard School, where the back up of traffic occurs each evening about 10 minutes prior to dismissal to about 10 minutes after dismissal. Dismissal time is Monday through Thursday from 4:50 p.m. to 5:10 p.m. and on Friday from 3:50 p.m. to 4:10 p.m. The DPW sign shop is scheduled to install additional regulatory signage on Baronne St. and Perdido St. to help mitigate this issue. Additional mitigation measures could include making the immediate area around the school a proper School Zone with appropriate signage, having an active traffic control officer (either a DDD ranger or New Orleans Police Dept. detail officer) on site during dismissal time, better communication with parents, and additional enforcement of illegal parking and moving violations.

Additionally, DPW is working with the Regional Planning Commission and Bike Easy to develop a bicycle safety education campaign to improve cyclist safety.

**Speaker 17:** Sebastian Stutz, Roosevelt Hotel: The Roosevelt Hotel supports the bike lane.

**Response 17:** Thank you for your comment.

**Attendee 18:** Fauborg Lafayette: [Written Statement] I support the addition of a bike lane on Baronne St., an important connector between Central City and CBD points north. Please base decision on professional study and not anecdotal knee-jerk reactions.

**Response 18:** Thank you for your comment.

**Speaker 19:** Tulane City Center: I'm the director of the Tulane City Center. We just opened our headquarters at 1725 Baronne St. This is an out of body experience. I'm a cyclist, I cycle in my suit to the grocery store with my bike. What you're asking me to do is to get in a car and contribute to congestion or support alternatives. I would like to shop at Rouses. I need a bike to get there. Let's be a progressive city. I know of no context where the world came to an end because of a bicycle route. It's not an alternative for me, it's my way to get around town. I'm a resident and I'm going to bring 40 students to Rouses.

[Written Statement] Support the bike lane on Baronne St. It's the only progressive thing to do!

**Response 19:** Thank you for your comments.



**Speaker 20:** Associated Wholesale Grocers, Inc.: I represent the grocers that supply grocery stores. There are 34 associated wholesalers in the Greater New Orleans area. When [the presenters] were citing research, some of our folks did research too and we see things differently. There have been a lot of numbers but these are facts. Supermarkets are the number one traffic generators. If there are 8,000 cars per week [traveling down Baronne St.], 2,000 of them are going to the supermarket. While I can understand it's not an adverse affect, where there may be visitors staying in a hotel, cars are the main mode of transportation for people to go Rouse's. Other facts are that the Rouse family bargained in good faith with the city when they were asked to put a store [in Baronne St.]. It's revitalized the area and it's wonderful. Rouse's support a bicyclist community but the issue is that this is going to place them at great risk when 2/3 of their customers comes from outside of the 2-mile radius. That's too much risk. There should be a compromise.

[Written Statement] Oppose Baronne St. reduction to one lane for vehicular traffic.

**Response 20:** Thank you for your comment. The City anticipates the bike lane will be an economic driver in the CBD based on the economic study and case study examples of other City's implementing similar road way configurations. Additionally, the DPW is proposing piloting this project for six months, collecting baseline information in January 2015, after the holidays and while school is in session. DPW will measure the motor vehicle traffic, bicycle traffic, pedestrian volumes, traffic levels of service, rate of accidents and retail sales volume. In May of 2015, a similar study will take place. If the City finds the impacts of the proposed changed to Baronne St. are negligible or positive the project striping will remain in place. If the results of the pilot project show the impacts are negatively affecting these criteria, the designated bike lane would be replaced with a shared travel/bike lane.

**Speaker 21:** We wouldn't even need to be having this conversation if people knew how to drive. If we follow rules of the roads we would be better. We can buy our goods on our bikes.

**Response 21:** Thank you for your comment.

**Speaker 22:** [Oral and written comments are virtually identical] My wife and I have done hundreds of trips from our house in the Lower Garden District to the CBD. It's already been pointed out that the faculties are not sufficient. It's not safe, it's a risk we take for our two kids to expose them to the city and we've had our share of close calls. This is about safe, transportation network. We need this bike lanes.

**Response 22:** Thank you for your comment. The DPW is working with the Regional Planning Commission and Bike Easy on a bicycle and pedestrian safety education campaign. The initiative is proving successful at making drivers, pedestrians and cyclists safer on the road but there is certainly room for improvement. DPW agrees that the dedicated bike lane will improve the safety conditions on the roadway.

**Speaker 23:** Baronne St. Business - Algiers Realty: The perspective on San Francisco [inaudible] they did not did not own. My business is in the 600 block of Baronne St. At the City Planning Commission

meeting, I pushed for adoption of the Compete Streets policy but I'm weary of how this is going to impact business. I like this idea if it is done on a 6 month trial basis. There were a lot of statistics given tonight but those were all in retail areas. I'm a lawyer, so if what we're talking about is changing the commercial scope of Baronne St., making a shift towards retail, [inaudible] but we need to be honest and up front [about the makeup of this corridor].

[Written Statement]: Oppose [illegible].

**Response 23:** Thank you for your comment. The DPW is proposing piloting this project for six months, collecting baseline information in January 2015, after the holidays and while school is in session. DPW will measure the motor vehicle traffic, bicycle traffic, pedestrian volumes, traffic levels of service, rate of accidents and retail sales volume. In May of 2015, a similar study will take place. If the City finds the impacts of the proposed changes to Baronne St. are negligible or positive the project striping will remain in place. If the results of the pilot project show the impacts are negatively affecting these criteria, the designated bike lane would be replaced with a shared travel/bike lane.

**Speaker 24:** Ride New Orleans: Riding a bike in New Orleans is a safe, affordable, convenient transportation alternative. I'm legally blind and I've been hit by both driver and bicyclists but it's important for us to think about alternative transportation. Ride New Orleans is strongly in support of a dedicated, buffered bike lane. In the long run we'll see larger changes to the CBD.

[Written Statement]: Support.

**Response 24:** Thank you for your comment. The DPW agrees that installation of a dedicated, buffered bike lane will improve safety for drivers, cyclists and pedestrians in the CBD. Additionally, this proposal is consistent with the purpose of the Complete Streets policy which is to accommodate and encourage travel for all users in a balanced, responsible and equitable manner consistent with, and supportive of, the surrounding community. Learn more about the Complete Streets policy here: <http://www.nola.gov/dpw/complete-streets/>

**Attendee 25:** [Written Statement] I support this plan 100 percent. Baronne St. will be a friendlier, more livable area.

**Response 25:** Thank you for your comment.

**Attendee 26:** Transportation Revolution: [Written Statement] I feel that it is a mistake to take away a car lane. If it must be done on Baronne you should use a parking lane instead. Baronne is a major egress for downtown. The traffic is very congested with two lanes. It will be a nightmare down to one. There is much more car traffic than bike traffic.

**Response 26:** Thank you for your comment. The DPW is proposing piloting this project for six months, collecting baseline information in January 2015, after the holidays and while school is in session. DPW will measure the motor vehicle traffic, bicycle traffic, pedestrian volumes, traffic levels of service, rate of accidents and retail sales volume. In May of 2015, a similar study will take place. If the City finds the

impacts of the proposed changes to Baronne St. are negligible or positive the project striping will remain in place. If the results of the pilot project show the impacts are negatively affecting these criteria, the designated bike lane would be replaced with a shared travel/bike lane.

Additionally, there are 202 parking spaces on Baronne St. The DPW did explore the feasibility of removing a parking lane, on either side of the roadway, as requested at the DDD stakeholder meeting. The impacts of removing those parking spaces were considered unacceptable.

**Comment 27:** The Good Shepard School should worry more about danger to their students from cars than bikes. I don't understand how a 1-2 minute delay in traffic will affect Rouses business. A protected bicycle lane would advance the City's bicycling infrastructure into the 21<sup>st</sup> century.

**Response 27:** Thank you for your comment, the DPW anticipates the dedicated bike lane will increase safety along the corridor because the lane will have a traffic calming effect. Reduced speeds are safer for pedestrians, bicyclists and motorists.

At this time, after completing field observations, the DPW is expecting to reduce the level of service along Baronne St. from a "C" to a "D". The average time it would take a motorist traveling out of the CBD using Baronne St., from Canal to Calliope streets, would likely increase from 8-9 minutes to 12-14 minutes. Please note that at the public meeting, the anticipated delay was less than two minutes.

**Comment 28:** My wife and I retired to New Orleans last year. We cycle on Esplanade all the time because it feels safer. We will frequent Rouses on Baronne just like we frequent Rouses on So. Carrollton.

**Response 28:** Thank you for your comment.

**Speaker 29:** I'm a biker, but I don't think Baronne is the right street for a dedicated lane. The dedicated lane on Esplanade is excellent, but that street does not serve 9,000 cars. What is the expected increase of ridership on Baronne Street? What is the economic impact of bike lanes on streets such as Esplanade and So. Carrollton?

**Response 29:** The GCR study notes that: *"Tulane University researchers have found that installation of dedicated bicycling lanes dramatically increases rates of cycling in New Orleans. The Prevention Research Center at Tulane University documented a 57% increase in the average number of cyclists per day on the commercial corridor St. Claude Avenue following completion of its dedicated lanes and 110% increase on the mixed-use corridor S. Carrollton Avenue. Car trips replaced by bicycling trips produce numerous benefits, including reduced traffic congestion, greater parking availability, improved air quality and improved health. Nationwide case studies provide ample evidence of improved sales at businesses adjacent to streets that have undergone lane removals and bike lane installations."* No study of this type has been conducted in New Orleans, but this pilot will include that type of analysis.

The pre-existing travel lanes on Esplanade Ave. were between 9 ft and 9.5 ft. When New Orleans roads are resurfaced, re-paved or reconstructed, it is DPW policy that the new roadways are built to meet the

latest engineering, traffic and safety standards. The DPW generally follows American Association of State Highway Transportation Officials (AASHTO) guidelines which call for motor vehicle travel lanes to be 10 ft wide for urban thoroughfares and recommends travel lanes be 11 ft wide for bus transit routes.

**Speaker 30:** I work as a pedi-cab driver and don't own a car. The ride through the CBD is scary. I spend hundreds of dollars at the CBD Rouses even as a resident of Treme. I support a dedicated bicycle lane because it keeps riders safe from cars that clog an entire lane of traffic or open doors without considering bicyclists.

**Response 30:** Thank you for your comment, the DPW anticipates the dedicated bike lane will increase safety along the corridor because the lane will have a traffic calming effect. Reduced speeds are safer for pedestrians, bicyclists and motorists.

**Speaker 31:** I am the only pedi-cab driver that wears a helmet. The police do not enforce automobile rules on the streets. I have been hit by a car on Decatur and consider myself a crash test dummy. I ride Baronne Street at least 40 times per week. A dedicated bike lane will increase safety and save lives.

**Response 31:** Thank you for your comment, the DPW anticipates the dedicated bike lane will increase safety along the corridor because the lane will have a traffic calming effect. Reduced speeds are safer for pedestrians, bicyclists and motorists.

**Speaker 32:** I don't live on Baronne, but my shopping is determined by how easy I can find a bus. Bike lanes also determine where I shop.

**Response 32:** Thank you for your comment.

**Speaker 33:** Currently, the CBD is a scary place to ride and I would be more willing to ride my bike if I felt safe. My experience driving a car through the CBD makes me less willing to ride a bike through this area.

**Response 33:** Thank you for your comment. DPW anticipates an increase in ridership when the bike lane is installed.

**Speaker 34:** I'm glad that Rouses shared their opinion. I visit their store several times per week. There is a study in New Zealand that shows that people who bike buy less per visit, but they visit more often and they spend 20 percent more per year because they visit more often. I share the concern about bicyclists riding the wrong way and think more policing and a dedicated lane would help.

**Response 34:** Thank you for your comment.

**Speaker 35:** Rouses should consider delivering. I'm unsure how a bicycle lane will impact Rouses customers since the store access point is not on Baronne and there is a parking lot on Girod. We should try making safer bike infrastructure where there is separation between drivers and bikers.



**Response 35:** Thank you for your comment. The economic study suggests the City can anticipate an increase in economic activity in response to placement of the dedicated bike lane.

**Speaker 36:** I grew up on Carondelet St. and work on Baronne St. My Dad renovated property in 1968 and now I work in the 800 block of Baronne St. Who made Baronne St. part of the Master Plan? It's the only street that gives ingress to the West Bank and interstate. Baronne was built as a two-lane road. How is it possible to remove a travel lane on Baronne St. if it serves Uptown and the West Bank? Why not stripe O'Keefe St.? I have paid hundreds in property taxes and everyone else at this meeting lives elsewhere.

**Response 36:** In 2010, the Master Plan was unanimously adopted by both the City Planning Commission and the City Council and was signed by the Mayor. It set a goal of creating *"roadways that integrate vehicle transportation with bicycling and walking."* According to the Master Plan, Baronne St. is supposed to include a bikeway; the configuration of the bikeway is not specified.

There are multiple streets that provide outbound service and access to the expressway and interstate including Tchoupitoulas and Magazine streets and Loyola Ave.

DPW is still considering the installation of an inbound bicycle facility on O'Keefe Street. The specific type of facility is not yet determined.

**Speaker 37:** Traveling on the shared bicycle lane on Magazine Street is treacherous and a dedicated lane would be a plus. There are a lot of hit and runs.

**Response 37:** Thank you for your comment. The DPW anticipates increased safety for bicyclists, pedestrians and motorists once the dedicated bike lane is installed.

**Speaker 38:** I represent Immaculate Conception Church on Baronne St. The church is not in favor of this proposal. What will happen to deliveries for Baronne St. businesses, especially if deliveries block the bicycle lane?

**Response 38:** The DPW is taking an inventory of the freight, passenger and loading zones on Baronne St. and will make adjustments to the appropriate signage and zoning as necessary. It is unlawful for delivery trucks to stop in the middle of a travel or bicycle lane. NOPD and parking control officers already do, and in the future the NOLA Patrol may play a role in enforcing these safety regulations.

**Speaker 39:** I own property on Baronne St. and live in the Lower Garden District. I am in favor of bicyclists, but not when they hit me. Everyone speaking tonight is in favor of bicycle lanes. I'm against a dedicated lane specifically on Baronne and would prefer to see the lane on Loyola Avenue. We take our car out at 4:00 p.m. and it takes 35 minutes to circle the block to leave the CBD. Thank you to the Mayor and City for making this subject open for conversation. Even though cyclists have hit me, I still don't dislike them.

**Response 39:** Thank you for your comment.

**Speaker 40:** I feel that it is important not to confuse street design with enforcement. As a traffic engineer, I know that 8,000 - 9,000 cars per day only requires one lane for vehicle traffic. It makes sense to install a dedicated lane to make a safer street.

**Response 40:** Thank you for your comment.

**Speaker 41:** I support bicycle lanes, but Baronne St. is not the answer. It's too busy. What about O'Keefe St. and have we thought about what happens in 10 year when we're stuck with a bicycle lane?

**Response 41:** Thank you for your comment. As part of the City's Master Plan, the City would also install a bicycle lane on O'Keefe Ave. from Canal St. to Howard Ave. and a lane on Dryades St. from Howard Ave. to Calliope St. to act as a "couplet" to the Baronne St. bike lane in the down bound direction.

The DPW is proposing piloting this project for six months, collecting baseline information in January 2015, after the holidays and while school is in session. DPW will measure the motor vehicle traffic, bicycle traffic, pedestrian volumes, traffic levels of service, rate of accidents and retail sales volume. In May of 2015, a similar study will take place. If the City finds the impacts of the proposed changes to Baronne St. are negligible or positive the project striping will remain in place. If the results of the pilot project show the impacts are negatively affecting these criteria, the designated bike lane would be replaced with a shared travel/bike lane.

**Attendee 42:** Not present when called to speak.

**Speaker 43:** I have been on Baronne St. for 35 years and I don't think this proposal will help. Baronne is not a retail street so comparing it to retail street in Brooklyn is bogus. This is a service street with some retail, but in the 800 block there are 35 service businesses that require parking. Any suggestion of taking parking away is insane because there is not enough parking. The 800 and next blocks of Baronne are complex for parking and accessing the bridge. This isn't a good place for bikers.

**Response 43:** The DPWs proposed configuration of Baronne St. between Canal and Calliope streets calls for removal of three metered parking spaces from the total parking inventory of 202 parking spaces. The meters in that parking zone generate the lowest revenue of any parking zone in the Central Business District.

**Speaker 44:** I want to thank the city for transparency in hosting this meeting. The investment shows progress. I know people on Baronne St. are part of this progress. You will be part of the next phase of progress. There is room for us all. Rouses brought their grocery store to the CBD and it was a big boom for New Orleans. This is scary because we don't know what it looks like but we did this on Esplanade and the nays have come forward. Let's go together and look into how to improve the city.

**Response 44:** Thank you for your comment.

**Speaker 45:** I live in Central City and I shop at Rouses. We need more bike racks there. I would appreciate Rouses supporting this plan. Magazine St. is out of the way for residents of Central City.

**Response 45:** Thank you for your comment. The Complete Streets policy is intended to improve, and provide all users equitable access to the transportation system.

**Speaker 46:** I'm a civil engineer that works at 616 Baronne St. You can make numbers say anything and I don't believe them. Numbers from San Francisco don't say anything about New Orleans. This is a major thoroughfare and when you leave in the afternoon you have traffic going to Lakeview or Metairie. Baronne is not the street to take away a lane. We should think about O'Keefe and Loyola to avoid using the major intersections. One problem is that one lane of traffic will have a bicycle lane in their blind spot. You should re-study and not install a dedicated lane on a major thoroughfare.

**Response 46:** Thank you for your comment. The DPW is proposing piloting this project for six months, collecting baseline information in January 2015, after the holidays and while school is in session. DPW will measure the motor vehicle traffic, bicycle traffic, pedestrian volumes, traffic levels of service, rate of accidents and retail sales volume. In May of 2015, a similar study will take place. If the City finds the impacts of the proposed changes to Baronne St. are negligible or positive the project striping will remain in place. If the results of the pilot project show the impacts are negatively affecting these criteria, the designated bike lane would be replaced with a shared travel/bike lane.

**Speaker 47:** There are 10,000 new residents expected to move in to the study area. If each resident uses a car, it will take three hours to get down Baronne St. We need to think about more people in the same space and if we keep using the same thinking, we will need three lanes of traffic deep everywhere and it won't be pleasant.

**Response 47:** Thank you for your comment.

**Speaker 48:** Lafayette Square Association: I'm from the neighborhood group that's impacted in this area. We're impacted by bicycles because we're getting hit by people riding on the sidewalk. I've been doored twice on Camp St. and almost got killed. I used to ride to UNO so I understand the problem of the rider but we don't think this is a good idea. Our board passed a resolution about it. The RTA is going to put a bike lane on N. Rampart St. and OC Haley Blvd. will get a bike lane. The best way between those two would be to go up N. Rampart St., that would be better and it would go well with both the OC Haley Blvd merchants and the new South Market District. That should be considered. It was dishonest to lump people with bicycles. There are more walkers in this area, that was telling a big fib.

**Response 48:** Thank you for your comment. There are plans to install a dedicated bike lane on OC Haley Blvd. between Felicite and Calliope streets as part of the OC Haley Blvd. Streetscape project. In the future, as part of the City's Master Plan, the City would also install a bicycle lane on O'Keefe Ave. from Canal St. to Howard Ave. and a lane on Dryades St. from Howard Ave. to Calliope St. to act as a "couplet" to the Baronne St. bike lane in the downbound direction.

**Speaker 49:** The bike lane is good idea. A cycle track or protected lane would be better but as a driver I'm not worried about an extra 90 seconds to get there.

**Response 48:** Thank you for your comment. The DPW did consider a number of alternative configurations of the roadway before identifying the proposed solution. The configurations considered included a two-way cycle track and protected bike lane. The proposed solution is the most preferred alternative considered.

At this time, after completing field observations, the DPW is expecting to reduce the level of service along Baronne St. from a “C” to a “D”. The average time it would take a motorist traveling out of the CBD using Baronne St., from Canal to Calliope streets, would likely increase from 8-9 minutes to 12-14 minutes. Please note that at the public meeting, the anticipated delay was less than two minutes.

**Speaker 49:** Was not present when called to speak

**Speaker 50:** I live and work in the city. I own a bike and car. I am a professional engineer and am disappointed with the numbers being made up about the [Average Daily Trips]. If there are 8,000-9,000 trips per day, one lane of traffic can handle 15,000-20,000 trips. Also there are only three parking spots being taken away. You’re not worried about safety, you’re worried about parking? You’re only losing three parking spots. And the speed, if you’re in one lane of traffic, you can’t go faster. Saying people are going 60 miles per hour down the road [inaudible]. The traffic and speed will go down and safety will go up with bikes. When you say Loyola Ave. [is a better route], the engineer already said what the level of service is. Loyola [inaudible] and make it a bike lane. With regards to Rouse’s, I don’t see how removing three parking spots is going to affect the store. How does the French Quarter store survive?

**Response 50:** Thank you for your comment. The DPW expects installation of a designated bike lane to slow traffic and reduce the frequency of crashes along the corridor.

**Speaker 51:** Baronne St. is what it is today, it’s vibrant, because of Rouse’s. Let’s give them a break. I told them they would have two lanes of traffic when they got back to Baronne St. We all want bikes but there is a compromise. Thank you to Aimee Quirk and Andy Kopplin for getting this together. We need to keep two lanes on Baronne St., there is a compromise and we don’t have to lose parking. We need to work together. The fairness of having made the investment that Rouse’s made in this neighborhood needs to be addressed even if that means moving bikes over. The profit margin on a grocery store is thin. You’re messing with [inaudible] that store needs to survive.

**Response 51:** Thank you for your comment. The City’s economic analysis and case study examples of similar projects in other cities lead the City to anticipate an economic increase as a result of the bike lane installation. View a copy of the GRC report here: <http://nola.gov/dpw/documents/gcr-impact-analysis-baronne-st-final-9-17-2014/>

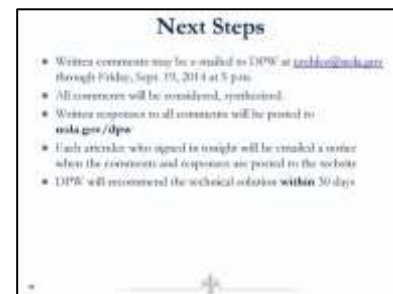
**Speaker 52:** I’m a supplier for Rouses and I did the research on this project last summer. We gathered information on their customers, on where they live and how they get to the store. Overwhelming, the business is from this immediate area but their business spans the whole city. 63 percent of their customers are traveling in vehicles. [Inaudible] based on customers who can’t bring popsicles or perishables [inaudible]. That’s almost 70 percent of their sales base. We agree with the suggestion



that the level of service and safety [for cyclists] will go up, but we're looking at the other 63 percent of the customer base. Put the math on this and don't just use customer comments.

**Andy Kopplin:** Thank you for attendance tonight, I appreciate the turn out and the passion. I compliment you for your civility and thoughtfulness. We can hear from you and whether you were here to voice that you are "for" or against this proposal, there are places where there is common ground. I'm thankful for your investment in this and other neighborhoods. We're sensitive to solving these problems together.

**Mark Jernigan:** I counted 52 speakers tonight. Thank you for sticking with us for two hours. This is a big decision and as I mentioned earlier our challenge is to strike the right balance to make sure we have something that is safe and balances the needs of all the users on Baronne St. We want to be respectful of all the property owners, bicyclists, motorized vehicles and the people who take advantage of the businesses on Baronne St. To clarify a couple points, about the Good Sheppard School, we recognize that needs to be addressed. We won't put a plan in place unless it adequately addresses their issue. We'll work with school, depending on which way we go with this plan, we'll address their issues. Other things I heard people ask for was enforcement. Enforcement goes hand in hand with safety. One thing you may have read about is the NOLA Patrol. The NOLA Patrol has the potential to help with enforcement and we will look at better enforcing the passenger, bus and freight zones that are currently available. That's a takeaway for me.



I also want to say that we haven't made a final decision on this issue yet. The purpose of this meeting is to get some feedback on the impacts. To summarize where we are at and headed. We took 52 comments. I know some people didn't come to the meeting tonight. We'll accept written comments through Friday. We'll take your comments through Friday and consider them. All the comments, and there were a lot, we will address. We'll provide written responses to the comments we receive tonight and through Friday and post on the website so you can see all the comments. We said sign in earlier today, if you give us your contact information we'll correspond with you and respond to you. From the project side we are about 30 days out. We are going to sit down and take a look at all the comments and go back and look at everything we received. We'll take what we received from Rouse's and GCR, and make a determination within 30-days. Based on that feedback, we'll move forward. Right now the temporary striping will remain in place until the roadway is striped with permanent striping. It could be with a dedicated bike lane. We'll determine that in the next 30 days. Thank you for coming out. This is a big decision, I think we can get to a solution that will work for everybody.

**Andy Kopplin:** This is how the Landrieu Administration works. We are building the transportation system, in the City that we want to become. That involves seeking out stakeholders and working on the city's vision as we go to celebrate our 300 anniversary. Thanks for coming tonight.